THE GREAT SAMOAN STORM.

[Concluded from Third Page.] cry that rent the air and reached each of the struggling men on the rigging of the Vandalia. Men who had exhausted Vandalia. Men who had exhausted every means, during the whole of that awful day, of rendering some assistance to their comrades now seemed inspired to greater efforts. They ran about the beach eager to do something, even at the risk of life itself. They looked despairingly at the roaring torrent of water that broke upon the shore and knew that no boat could live in such a sea. Bravely as the Samoans had acted, there was not one of them who would again venture into the sea, where certain death would befall them. Three officers who had been untiring in their efforts during the day—Lieutenant Shearman, and Ensigns Purcell and Jones—procured a boat and got it

The men on the mainmast escaped the same way. Lieutenant Wilson, who was in the main-top, almost lost his life in passing from one vessel to the other. He crawled out on the yard, and just as he was about to jump to the deck of the Trenton he lost his footing and fell a distance of twenty feet into the water. He was, however, fortunate enough to reach a rope, with the aid of which he commenced to draw himself up on deck. When he was almost within reach of the deck his hands slipped from the rope and he fell ing to climb out on the foreyard, slipped and fell. He struck the deck of the Vandalia heavily, and dislocated his knee-cap. Notwithstanding his injuries, however, he struggled in the water until he reached the line, and was drawn upon the Trenton. The main mast of the Vandalia fell soon after

The mainmast of the Vandalia fell soon after the mizzen, and it was believed that several men were killed in the rigging. If so, they were killed by the fall or drowned before the men escaped from the rigging.

Ensign Ripley, who was in the main-top, determined to make an effort to reach shore. He crawled out on to the yard and jumped into the sea. He was swept over to the stern of the Nipsic, but not being able to draw himself up, he swam to a piece of wreckage near shore. He remained there a few minutes and then swam into the current, and after a hard struggle was washed on shore. Utterly exhausted he sank down in the water and was about to be washed back when Lieutenant Sherman and Ensign Purcell, who were patrolling the beach, saw him and dragged him out of the water. He was taken at once to the consulate and revived in a short time. The men who escaped to the short time. The men who escaped to the deck of the Trenton had clung to the Vandalia's rigging nearly twelve hours. All were weak and exhausted, and many had received severe injuries. The Trenton was rapidly filling with water, and but little could be done for the rescued men. However, they were made as comfortable as possible until daylight. The storm was raging furiously at midnight, and the stern of the Trenton was forced back against the reef. The waves continued to beat over but her draught was so that after she had settled entirely on the bottom she was still about her usual heighth out of the water, and there seemed to be no great danger of her going to pieces before the men on board her could be taken off. Little could be done on shore but wait for morning. Lieutenant Shearman, Ensign Purcell and several other persons patrolled the beach until early morning, in the hope of reseuing any poor fellow who might be seen ing any poor fellow who might be seen struggling in the waves. Long before a ray of dawn appeared crowds began to gather on the shore again.

BRINGING THE MEN ASHORE. By 5 o'clock the wind had abated, though the sea was still very rough. However, natives volunteered to man a boat to go out to the Trenton. Seumaneu, chief of Apia district, took charge of the erew. It was still very dark, and the trip was a most perilous one, but the natives put a boat through the current in safety and reached the bow of the Trenton. They were given a hawser, which they took back to shore and made fast. But little was done, however, until daylight. All hands were ordered to remain on the ship, as, the storm having subsided, there was immediate danger. As soon as became light two more hawsers were stretched from the Trenton to the shore, to guard against danger in event of the sterm coming up again. Two boats, manned by natives, in charge of Seumaneu Pud Laluanae, commenced the work of removing the Vandalia men from the Trenton. Friends crowded around the boats as they touched the shore, and eagerly scan-ned the faces of the occupants to see who were among the saved. Those who were badly injured were first to come ashore. A few had arms and legs broken, and nearly all were badly cut and bruised. There were very few, especially among the officers, who could walk without assistance. Willing hands lifted them out of the boats and carried them to neighboring houses. Eager questions were asked in regard to persons who had not yet come ashore, and there was no mistaking the expressions of joy when some friend was said to be safe. A shade of sadness would hover over their faces when the names of Schoomaker and other officers and men who had lost their lives were mentioned. King Mataafa came down from his camp early in the morning, for the first time for several months. He went down on shore and directed the natives in their work. He then went to the American consulate, and offered the services of all his men to Vice-consul Blacklock. He expressed the greatest sorrow on account of the disaster, and feared that the American people would blame him for be-ing the cause of the war-ships coming down to Samoa to be lost in the storm. It was not long before the greatest confusion and disorder prevailed on shore. The Trenton's men commenced to leave the yes-

with men, and it was not long before many were disorderly. Vice-consul Blacklock, recognizing the gravity of the situation, issued a peremptory notice to all the saloon-keepers in the town, of whatever nationality, forbidding them to sell or in way furnish liquor to the American sailors, and notifying them that if they did not obey this order a guard of marines would be sent to their places, and all the liquor found would be emptied into the street. Fillett did everything in his power to keep good order, but his force was entirely inadequate, and, besides, his time was mostly occupied in providing clothing and other necessaries for the officers and men of the Vandalia, as they had lost everything when the vessel went down, and a majority of them had little or no clothing. Accordingly, Fil-lett wrote to Admiral Kimberly, who was still aboard the Trenton, asking that an additional marine guard be sent ashore to police the town and protect property. The Admiral complied with this request, and Captain R. W. Huntington, marine officer to be done was to provide food and quart-

sides several hundred Germans. The

Germans remained at Mateoifa, at the lower

end of town. The saloons were crowded

ers for the ship-wrecked sailors. A ware-house, belonging to Wm. McArthur & Co., was obtained, and the men were sent there for the time being. A hasty examination was made of the ipsic, and, although there was considerable water in her hold, she was found in fair condition, and her officers and men were sent aboard as quickly as possible.

Contracts were made with various parties for feeding the sailors, though it was a difficult matter to provide them with much food during the day. Lieutenant Brown took charge of the

Trenton men. Lieutenant Carlin, though bardly able to stand, took charge of the Vandalia men, and was assisted by Lieutenants Wilson and Heath. Ensign Gibbon and other officers who were able to be on duty. A temporary hospital was provided for the large number of men who had been in th

Lieutenant Shearman, and Ensigns Purcell and Jones—procured a boat and got it ready to launch the moment the sea should subside. Several natives and one or two Nipsic salors volunteered to go in the boat, and with the three officers, a sufficient number of men were procured to man the least, and there was no opportunity during the whole might to take the boat out to the vessels.

The collision of the Trenton and Vandalia, which everyone thought would crush the latter vessel to pieces, proved to be the salvation of the men in the rigging. Notwithstanding the tremenduous force of the waves, the Trenton dragged back slowly, and when her stem finally struck the side of the Vandalia, there was no shock and she gradually swing around broadside to the sunken ship. As soon as the vessels touched, the men in the mizzen-rigging crawled out on the yards and jumped to the deck of the Trenton. The men escaped just in time; for, as the last one left the yards, the mizzen mast of the Vandalia fell with a crash on the side next to shore. The men on the mainmast escaped the same way. Lieutenant Wilson, who was part of the town where the Germans have their headquarters. As soon as it was possible to do so, wrecking parties were formed and a great amount of stores were saved from the Trenton. Several bodies of American sailors were washed ashore during the day, and were buried in the French Catholic

One of the first questions to be consdered after the storm subsided was how to get the news of the disaster to Europe and America. The only communication be-tween the Samoan islands and America is back into the water. He struggled bravely to reach the rope again, but his strength was almost gone, and he sank several times. Finally he grasped the rope and was drawn upon deck. The men on the foremast escaped by means of a line thrown from the deck of the Trenton. Dr. Corderio, who was in the foretop, in attempting to climb out on the foreyard, slipped and fell. He struck the deck of the Van to start in two days for Tutnila to to start in two days for Tutuila to take dispatches to Aukland for America. The Admiral, in his dispatches to the Naval Department at Washington, asked that a vessel be sent from San Francisco at once vessel be sent from San Francisco at once to take the American forces home, or that a steamer be chartered in Auckland for the same purpose. On Sunday the Calliope, which had gone to sea the day before the storm, was sighted about ten miles off the island. Much anxiety had been felt on her account, and there was a general feeling of relief when it was found that she was safe. She entered the harbor the next morning, and every one in the town supposed that owing to the distressing condition of affairs she would be ready to offer all possible assistance to the American and German sailors. However, Captain Fane announced sailors. However, Captain Fane announced that he would take on more coal and leave for Sidney at once. English residents crit-icised his actions severely. The Calliope loaded one hundred tons of coal, Thursday morning, fired a salute of thirteen guns in honor of Admiral Kimberly, and steamed out of the harbor on her way to Sidney.

The Admiral sent duplicate dispatches by her, to be forwarded to Washington from Sydney in case the Calliope arrived there before the Mariposa reached Auckland. There was also some difficulty in communicating with the steamer Alameda, which was to pass Tutuila, March 30, bound for San Francisco. Admiral Kimberly had important mail matter to send to San Francisco, and there were seven naval cadets on the Trenton who were obliged to return to America to attend their final examination at Annapolis in May. Another small schooner, which had been saved from the wreck, was gotten ready to go to Tutuila, and the Admiral sent a letter there to Captain Morse, of the Alameda, asking him

Captain Morse, of the Alameda, asking him to stop at Apia.

Order was generally restored in Apia after a few days. A large force of Samoans were put to work on the Nipsic, and the steamer was hauled off. It was found that she was not leaking, but her boilers were sprung and her propeller would not work. Her rudder, smoke-stack and most of her boats were gone, and she was badly shattered above the water line. All of her officers and crew are living aboard. Admiral Kimberly has not yet decided whether to send the Nipsic to Auckland or San Francisco. The Vandalia will be a total loss. cisco. The Vandalia will be a total loss. Apia has the appearance of a camping-ground. The Trenton sailors have erected temporary tents in large yard near the center the town, and the Vandalia survivors have quarters near the American consulate. The survivors of the Adler and Eber are quartered in the warehouse of the German Trading Company. The officers and crew of the Olga are living aboard their ship. The town is still under marine guard. The greatest precautions are being taken to keep the town clean, and prevent disease from breaking out among the Americans.

LIST OF THE DEAD. The following is a correct list of the

victims of the disaster: United States Steamer Vandalia-Captain Schoonmaker; paymaster, Frank H. Arms; Lieut. Frank E. Sutton. Marine officers: Paymaster's clerk John Roache; George Morrage, boat-M. Craigan, captain of the after-guard, William Brown, quartermaster; T. G. Downey, pay yeoman; B. F. Davis, equipment yeoman; M. H. Joseph, equipment yeoman; N. B. Green, bayman; H. P. Stallman, bayman; C. H. Hawkins, storage steward; R. G. Stanford, landsman; W. Briebers Brisban, captain's steward; Thomas Kelly, fireman; Joseph Griffin, fireman; W. Howat coal-heaver; E. M. Hammer, M. Ereckison, C. P. Kratzer, Thomas Reilly, John Kelly and Henry Baker, seamen; John Hanchett, sergeant of marines; Frank Sessman, sergeant of marines; M. Cashen, corporal of marines; N. Kinsell, corporal of marines; H. Gehring, F. Jones, G. Jordan, F. Wilford, H. Wixted, E. Montgomery, John Sims, G. H. Wells, C. Kraus and E. Geldner, private marines, and four Chinamen.

United States Steamer Nipsic—H. Pontseet, seaman; John Gill, seaman; G. W. Cullan, apprentice; John Heap, apprentice; Thomas Johnson, (colored), captain's steward; William Wat-son, fireman; N. P. Kelleher, coal-heaver. United States Steamer Trenton—Joseph Hew-lit (colored), landsman, killed on deck by a falling spar.
H. I. G. M. Steamer Eber—Lieutenant Wallis,
Lieutenant Eckord, Lieutenaut Von Ernsthausen, Surgeon Marbehauer, and Paymaster

The names of the sixty-six sailors who perished on the Eber cannot be ascertained here, as the rolls were lost, and Lieutenant Gædeke, the only surviving officer, has no other record of the crew. A duplicate record of the Eber's crew is on file at the sel and come ashore, and when they reached Naval Department, Berlin. The Adler lost twenty men. shore there was no place to shelter them. By noon 800 Americans were on the streets,

The schooner Lily lost two men-Anthony Ormsby and a Hawaiian. Two natives were also drowned in the surf while attempting to rescue the men from the Van-

The whole number of lives lost was 146. Recapitulation-Eber, 71; Vandalia, 43; Adler, 20; Nipsic, 7; schooner Lily, 2; natives, 2: Trenton, 1; total, 146. Nearly every man who clung to the rig-ging of the Vandalia during the storm was more or less seriously injured, and for a day or two the hospital was crowded. Those whose injuries were confined to slight cuts and bruises were discharged quickly, but a number of others are still

under the care of surgeons. Naval Cadet Benton C. Decker, of the Trenton, was slightly injured by falling on deck and was unable to walk for several

The following are the names of the men on the Vandalia who were the most severely injured and are still confined to the hospital: W. E. Bowen, machinist, leg prob-ably fractured; N. Jensen, ordinary sea-man, eyes terribly inflamed by sand; Edward Ambrose, seaman, feet terribly swol-len by being cut by ratlines; A. of the Trenton, was sent ashore with a Steen, fireman, arm badly lacerated; guard of about fifty men. The next thing C. Boyle, seaman, inflammation of hand from previous wound; H. Krayden, quarter-gunner, foot badly cut; P. Neilson, ordinary seaman, foot cut; Alfred Welch, captain of top, bad wound in right foot; C. Eggart, captain of top, badly injured in right side; Edward O'Neil, seaman, cut in arm; John Mohl, ordinary seaman, knee

The following men on the Trenton were also seriously injured, J. E. Rostedt, ordi-nary seaman, leg broken; George Bart, sea-man, leg broken; William Gibson, coalheaver, scalded.

to send one hundred and ninety officers and men of the Vandalia to San Francisco, provided Captain Morse would agree to take them, which was found could not be

Wrecking parties have continued their work during the last few days, and many articles are being saved from the Trenton. Divers have also been at work on the Vandalia, and they have recovered many things from her, though they are in a badly-damaged condition. The Nipsic is still afloat, but looking badly, and the Admiral has not yet decided what disposition to make of her; but if she can be ren-dered seaworthy he will send her to Auckland or San Francisco for repairs.

The Wrecked Vessels.

SAN FRANCISCO, April 13 .- Mr. Dunning, representative of the Associated Press, who went to Samoa two months ago, and whose letters describing the wreck of the Amerletters describing the wreck of the American and German war vessels in Apia, are telegraphed to-night, forwarded three photographs, showing the appearance of the wrecked vessels. The German ship Adler lies on her side, completely out of water, while only the bow of the Eber is shown on shore, this vessel being completely broken up. Of the Vandalia, only the mainmast, smoke-stack and some of the rigging appear above water. The American flagship Trenton stands well out of the water, and there appears no question as to the saving there appears no question as to the saving of her rifled battery. The Nipsic shows the effects of the collision with the German ship Olga in the loss of her smokestack. The Olga displays no sign of any injury.

ASTOUNDING FACTS ABOUT STAMPS. A Look at the World's Great Collections-Enough to Drive Small Boys Crazy.

London Standard. As a contribution to the history of human folly, the prices which a parcel of old postage stamps has just realized at a London auction are not unworthy of notice. The collection consists of 286 "lots," the most valuable being a set of rare British Guiana labels, and for these the bids ran to figures which must seem to any one not bitten by the mania little less than monstrous. A "blue four-cent" of 1856 excited eager com-"blue four-cent" of 1856 excited eager com-petition, and was finally knocked down to a dealer for £37. This specimen, however, had been used, so that when a stamp "much finer," and without the defacing marks of the sorter on its surface, was put up there was nothing left but for the buyer of the £37 specimen to acquire it at £13 advance.

After this a strip of four one-cent magentas, issued in 1851, on the original envelope, from the same colony, at £7; four of the one-cent 1853 issue at £1 each, and a pair of four-cent magentas, thirty-three years old, at £12, are barely worth notice, though their prices are so much in advance though their prices are so much in advance of what the first owner paid for them over the postoffice counter in Georgetown. Yet a book of 4,000 old issues of English stamps—postage, revenue, law, bill, railway and receipt—brought less than eight guineas, and a thousand Mexican ones only £65s., while a collection of 380 Russian local stamps seem, to the uninitiated, to be simply given away at 90 shillings. We may, however, take it that this collection, large as it is, did not, even if genuine, contain as it is, did not, even if genuine, contain any of the rarer ones. For, as the student of M. Koprowski's volume must be aware, of M. Koprowski's volume must be aware, some Russian stamps are so scarce as to cause the most ardent collector many a heartache in his futile endeavors to obtain a speciman which will pass the narrow scrutiny of the expert. These and all other high-priced stamps are forged wholesale, and with such ingenuity that only the experienced connoisseur can detect the knaveries. The presence of such impostors in the company of honest specimens is the reason why the amateur at sales finds, to his amazement, a wretched square inch of gummed paper going for a thousand times its weight in gold, while he can secure an album containing it, and a host of similar rarities, almost at his own terms. The collection of M. Philippe de Ferrari is said to contain a quarter of a million specimens, and to be worth almost as many pounds. and to be worth almost as many pounds.

Mr. Philbrick is understood to have sold this wealthy Parisian virtuoso one collection for £10,000, while Sir Daniel Cooper, an Australian collector, wisely transferred to the same gentleman the fruits of sixteen years' hoarding for £3,000. Mr. Burnett's albums are currently reported to have brought something like £22,000, and it is nothing uncommon to dispose of a respectable but by something like £22,000, and it is nothing uncommon to dispose of a respectable, but by no means remarkable, set of stamps for £500, £700 or £1,000. The collection made by the late Duchess de Galliera is affirmed to have cost, up to the year 1883, in acquisition and arrangement, not less than £57,000, and the value of the 3,000 volumes in which it was contained has since that date been put at £13,000 more. Yet it is believed that both in England and on the continent there are public and private hoards very little inferior to it in interest and value. At the Paris mint there is a remarkable collection, and that of the Admiralty is famous throughout the world, while the Rothschild collection in Paris is so costly that the owner, with the true jealousy of the collector, reserves the pages containing his rarest specimens for the delectation of special friends.

The prices given at the recent sale are

The prices given at the recent sale are said to be the highest ever paid for single stamps. We doubt whether this is correct. The fifteen and thirty-cent reunion stamps bring £100; the New Brunswick five-cent stamp, with the head of O'Connell, is rarely parted with under £30. The set of four parted with under £30. The set of four 1852 Hawaiian stamps are valued at £300, and the four British Guiana of 1850 are worth £75. Then there is the 1847 Mauritius stamp, printed from a wood block—in two issues—one worth a penny and the other two pence, when first issued, and these are so seldom met with nowadays that we believe £100 has been paid for one of them. Old black Brazil stamps are priced in catalogues at from twenty to lifty shillings apiece: the green and vellow fifty shillings apiece; the green and yellow ones of Buenos Ayres bring as high as £5, while the red ones mount to £6. The vermillion one-franc French stamp of 1849 has often been sold for £10, and the "V. R." black English penny stamp, which was in circulation a short time only, is not considered dear at something like the same price. But the rarest of all English postoffice literature of this sort is the Mulready wrapper on India paper, issued in 1840. Of these there are said to be only six or seven in existence, although £25,000 worth were issued, and the last which changed hands brought, if our memory is not at fault, the

ridiculous price of £80.

It would be diffiult to find a parallel for this folly in its more extravagant developments. Large sums are, of course, given for coins—an American dollar of 1805 is now salable at more than eight hundred times is original value. But a collection of coins is, at the worst, worth the weight of the metal. The same cannot always be said for a rare stamp. The fash-ion may go out as it came in. The forger may perfect his evil art, and it is certain that a collection of stamps is—like a shelf of books of the Mazarin Bible, Rommant de la Rose, Valdarfer Bocacio or Patissier Francais order—a parlous treasure to pre-serve in a house where fire may consume or thieves break through and steal. They cannot be stowed in safes warranted to keep them unscotched, and in any other re-ceptacle £50,000 worth of gummed labels is assuredly in danger. A set of imitations which might easily be sold for a £5 note would afford all the information ever likely to be imparted by all the treasures of the Ferrari, the Galliera, the Rothschild, the Taplin, the Hill or the Philbrick collec-

Chasing a Word.

Merchant Traveler. Every day brings evidence of the fact that we are outgrowing our language. "I have in contemplation an article which I think will be interesting to your readers," said one of the force to the editor. "I will submit it to you soon." "Have you it with you!"

"No; but I will send you a typoscript." "A which?" "A typo-graph—that is, to say, a—er—oh, blame it, I'll have the thing put in the type-writer for you. "Ah, yes; very well. And in the mean-time I would like you to interview a doctor about the sensations of a man who has been electrosless or rather electrocised: you un-derstand—confound it—find out what are

the sensations of a man who is shocked to

death by electricity." Barefooted Children.

London Lancet, "Children who are allowed to go barefooted enjoy almost perfect immunity from the danger of 'cold' by accidental chilling of the feet, and they are altogether healthier and happier than those who, in obedience to the usages of social life, have their lower extremities permanently in-valided and, so to say, carefully swathed and put away in rigid cases. As regards the poorer classes of children, there can be no sort of doubt in the mind of any one that it is incomparably better they should go barefooted than wear boots that let in The arrival of the Alameda at Apia was the wet, and stockings that are nearly alanxiously awaited. The Admiral intended ways damp and foul."

NEWS IN SUNDAY'S JOURNAL.

Resume of the Principal Home and Foreign Events Recorded in the Issue of April 14.

Priscilla Davis (colored) died at Baltimore on the 12th inst., aged 105. Five men were stabbed, one fatally, during a fight in a hotel at Spokane Falls. Sir Julian Pauncefote, British Minister to the United States, has sailed for New

The Empress of Austria is said to be in-sane, and the Emperor desirous of abdicating.

White Cap depredations are breaking out afresh in Warrick and Dubois counties, Rudolph Spielhoffer fell headlong into the hot lime in a kiln, near Norristown, Pa.,

A gang of outlaws, headed by Bill Thompson, a "pal" of "Billy, the Kid," has taken possession of Boston, Col. Hon. J. P. Usher, who was Secretary of the Interior under President Lincoln, died Saturday at Philadelphia.

and was burned to death.

Two thousand emigrants left Liverpool on Saturday for America. During the week 10,000 embarked at that port.

John G. Davis, for many years vice-president of the Merchants' Exchange Bank of New York, died on Saturday. John Jackson, president of the Elevator Company at St. Louis, committed suicide

because of losses in speculation. An effort will be made to induce the Governor of Missouri to commute the death sentence of the three condemned Bald

A sixteen-year-old girl was burned to death at New Philadelphia, O., by the ex-plosion of coal-oil, which she used in kindling a fire. The Court of Queen's Bench has decided that women are not eligible for membership

of the London County Council. The Council will appeal. A call has been issued for a meeting of Southern manufacturers in Augusta, Ga., on May 1, to discuss matters of general in-

terest to manufacturers. Thomas Aggus, aged seventy, was sentenced at Norwalk, O., to ten years' imprisonment in the penitentiary for hiring boys to steal brass from a railroad com-

W. H. Pye, superintendent of the Metro-politan Life Insurance Company, at Colum-bus, O., is missing. It is said that he appropriated money that did not belong to

The sum of \$35,000 has been subscribed during the past week for the proposed Georgia Home for Needy Confederate Veterans. The \$50,000 asked for will be raised this week. Two men who boarded a street-car at

Chicago refused to pay their fare, and were put off by the conductor. Following the car, they boarded it again, and fatally assaulted the conductor. The jury in the "Q" dynamite case at Chicago found Broderick and Godding

guilty. The former's punishment was fixed at one year's imprisonment in the peniten-tiary, and the latter was fined \$500. Among the presidential appointments Saturday were James E. Stewart, of Chi-

cago, to be postoffice inspector; Charles C. Schreder, postmaster at Huntingburg, Ind. and Elmer Crocket, postmaster at South Bend, Ind. Base Ball-All-America 10, Chicago 3; Brooklyn 6, New York 0; Pittsburg 8, De-

troit 3; Boston 8, Baltimore 6; Philadelphia 10, Athletics 3; Columbus 19, Toledo 5; Louis-ville 3, Cleveland 3; St. Louis 14, Toronto 3; Dayton 9, Cincinnati Indians 4.

[From the Second Edition of the Sunday Journal."

The Empress of Austria Attacked by Insanity. [Copyright, 1889, by the New York Associated Press.] BERLIN, April 13.-Advices from Vienna state that the Empress of Austria has been attacked by the family malady—insanity. She suffers from long spells of melancholia, and entertains delusions, accusing herself of the death of Crown Prince Rudolph. She is possessed with ideas of suicide, thinking to leave the Emperor free to marry. Sometimes she dandles a cushion or a pillow, thinking it is a new-born heir to e throne. The Emperor is great-affected. He suffers from insomania ly affected. He suffers from insomania and has no zest for work, taking only a languid interest in state affairs. It is reported that he has consulted with Count Kalnoky and Count Von Taafe upon the advisability of abdicating in favor of his nephew, Franz. It is also said that he wrote to the Pope declaring that he longed for rest and wished to retire, and that the Pope's response urging upon him the necessity of submitting to the decrees of God, combined with the protests of the Ministers, induced him in the

tests of the Ministers, induced him in the meantime to remain upon the throne. The Samoan Conference.

BERLIN, April 13 .- The North German Gazette. BERLIN, April 13.—The North German Gazette, in an article confirming the report that only one warship of each power was to be stationed at Apia during the Samoan conference, states that the corvette Sophie will remain at Samoa until the arrival of the Alexandrine, in July. The Emperor will inspect the Alexandrine at Wilhelmshaven on Monday. The press comments on the appointment of Mr. Bates as commissioner to the Samoan conference are unfavorable. The press grumblings against Mr. The press grumblings against Mr Bates will not, however, affect the issues of the conference. New dangers that are confronting the Austro-German alliance will have the great-est influence with Prince Bismarck, and tend to bring about a speedy settlement of the dispute with America.

Closing Monticello's Liquor Trial. Special to the Indianapolis Journal.

MONTICELLO, Ill., April 13.-The celebrated whisky trial here came to an end to-day. The jury entirely ignored the testimony of Charles N. Smith, a detective, who was hired by Doctor Knott to buy whisky of Doctor Caldwell. Smith was to receive \$100 if he succeeded in purchasing liquor of Caldwell fifty times and securing fifty indictments against Caldwell, which he swore he did, or more. When on the witness-stand he proved himself to be so great a liar that his evidence was totaly disregarded by the jury. Smith was afterwards arrested at Bennett, but

escaped and cannot be found. Fined for Disturbing the Salvation Army. Special to the Indianapolis Journal.

PERU, Ind., April 13.—An interesting case and one which has attracted much attention, and also a hotly contested one, was decided this morning by jury after a lengthy deliberation, against N. Hull, a prominent citizen of this place, in which he was fined, with costs, for publiely disturbing a Salvation Army meeting some time ago. Mr. Hull entered the rooms where the meetings were in progress, smoking a cigar and with his hat on, and when requested to remove both, declined. Action was entered at the time against him in the Mayor's court, in which he was acquitted, when it was carried to the Circuit Court, with the above result. The Salvation Army is jubilant over the result.

Send the Inventor to Jail. CHICAGO, April 13.-Judge Walter Q. Gresham will now try to work to the pig puzzle. A bill for \$10,000 damages for infringement on the trade mark was filed in the United States Circuit Court, this morning, by attorneys for Moses Lyman, of Waverly, N. Y., manufacturer of the game or puzzle entitled "Pigs in Clover," against Peter A. Burns, a manufacturer of novelties and toys, of Chicago. It is claimed that Burns is manufacturing, advertising and selling this game, the pig puzzle, with the trade-mark counterfeited on the cover.

Mayor-Elect Committs Snicide. COLORADO SPRINGS, Col., April 13.-Mayor-elect George H. Thomas, of this city, was found dead in his barn this afternoon, with a bullet hole through the head, evidently a suicide. No cause is known. The deceased came from Illinois in 1877, was elected Mayor a few weeks ago, and would have taken his office Monday. He leaves a family.

Dynamiters Found Guilty. GENEVA, Ill., April 13.—The jury in the "Q" dynamite case returned a verdict of guilty to-day, fixing the punishment of Broderick at one year's imprisonment in the penitentiary, and imposing of a fine of \$500 on Golden. A motion for a new trial was entered by the defense. The defend-ants seemed to be satisfied with the verdict.

Young Woman Burned to Death. New Philadelphia, O., April 13.—Miss Emma Haney attempted to kindle a fire with coal oil; the can exploded and the burning contents flew over her body, igniting her clothes and roasting her to death. Her father was severely burned while attempting to extinguish the flames.

A Big Oil Well. FINDLAY, O., April 13 .- The largest oil well yet opened in Ohio was struck by Smith & Craig, in the North Baltimore field, last evening. It filled 125 barrels an hour all day, and nothing indicates a diminution of its capacity.

Bad State of Affairs. The people employed in the benevolent institutions of the State are beginning to suffer for the want of money. The State Treasury has been empty for three months, and in consequence the trustees of the institutions have not been able to secure their maintenance money for February, March and April. The employes managed

to run very well on credit for the first month, but since that time their condition has become serious. Those at the Institute for the Blind have suffered more than any of the others, and yesterday morning the trustees for the inyesterday morning the trustees for the in-stitution waited upon the Treasurer of State and told him it was simply impossible to keep its doors open longer unless money was forthcoming. They stated that not a bill of the institution, or of any employes had been paid for three months, and that some of the employes were penniless.

There was just \$2,257.54 in the treasury vanit, and Treasurer Lemeke paid that

vault, and Treasurer Lemcke paid that amount over to the institution. It is sufficient only for the February main-tenance account and at present no one can suggest a plan of securing more money. The other institutions are begging for money, if only enough to meet the bills due on February maintenance, but they cannot be accommodated. As a rule, the employes are poor men, who secure credit from one menth's end to another, and as three months have elapsed without their receiv-ing any pay they are, in some cases, reduced almost to destitution. The State officers regret the condition of affairs, but it is not in their power to afford any relief. The only hope is a favorable decision from the Supreme Court on the loan act. If it is held to be constitutional Treasurer Lemcke expects to have \$700,000 in the treasury by the first of May, and all the bills payable will then be met.

Local Events.

William Hadley, a well-known citizen and elder in the Friends' Church, died Saturday night. He was born in North Carolina, June 30, 1823, but came to this State with his parents when only a year old. In 1851 he removed to Indianapolis, where he has since resided, filling several offices of trust and engaging largely in business anterprises. and engaging largely in business enterprises.

He was one of the organizers of the Friends' Church in this city, and of its Sunday-school. Mr. Hadley was the founder of the Colored Orphan Asylum, and president of its board of directors.

Fræbel's birthday anniversary was observed here Saturday by the free kindergarten schools. There are now five schools of the kind in the city, and all of them are crowded. One school is for colored children. This is the result of five years' work, beginning with a result of five years' work, beginning with an enrollment of 402 pupils. There are now more that twelve hundred.

SPRING CHICKS FROM A TANK A New Way of Hatching Them for the Philadelphia Market.

Not many spring chickens are being raised by incubators in Berks county, which clings to the old-fashioned way. But Mr. Hoch, and introduced some new ideas. Hemakes his own incubators. He runs two of them this spring, the one having a capacity of 350 eggs and the other 100. His incubators are heated with hot water, the tank being immediately over the top of the drawer containing the eggs. Mr. Hoch claims that this is far better and safer than the oil lamp heat. Each day two or three times he taps off a quantity of water and refills the tank with boiling water, enough to keep the temperature in the egg drawer at 103 degrees. When the eggs have been in the incubator five or six days they are tested, and Mr. Hoch says he can tell whether they are fertile or not. The sterile eggs are thus removed and the good ones placed back into the incubator. At the end of the time required by a hatching hen—three weeks—the drawer is full of chicks, nearly every egg producing one.
"But where do you get a mother from to
take care of the chickens?"

Mr. Hoch replied that he had a building for this purpose called a brooder-house. The building is 46 feet long by 10 feet wide and 10 feet high. The side toward the east slants to within two feet of the ground, and is supplied with windows, which, by means of a twine and pulley on the inside, are raised and lowered at will. Thirty-six feet of the house are divided into pens, four feet wide, and in these the chicks are placed as soon as hatched. The floor of the house is double, with four inches of space between the two. In the space is a coil of inch pipe. and the building is heated by the hot-water system. The water is heated in the 10-foot room at one end of the building. Instead of using a stove, as others do, to heat the water, Mr. Hoch merely walled in a coil of five 1-inch pipes 1 foot long, with a fire-place beneath. In each 4-foot pen a small tin pipe protudes about two inches above the floor. Over this is placed an ordinary stool with four legs about three inches long. inches long. Around the outside of the stool is tacked a piece of calico, which hangs nearly to the floor. Under this stool the chicks gather, and are as comfortable as under the wings of a hen and out of danger of insects.

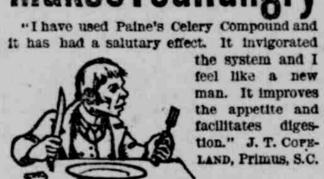
The Cory is the earliest sugar-corn, and grows but two or three feet in height. For a later crop the evergreen may be planted. Do not put the seed in until danger of frost has passed.



NOTHING GOOD CHILDREN COLD IN HEAD,

SNUFFLES or CATARRH. A particle is applied into each nostril and is agreeable. Price 50c at druggists; by mail, registered, 60c. ELY BROTHERS, 56 Warren St., New York.

MakesYouHungry



Paine's **Celery Compound** 

is a unique tonic and appetizer. Pleasant to the taste, quick in its action, and without any injurious effect, it gives that rugged health which makes everything taste good. It cures dyspepsia and kindred disorders. Physicians prescribe it, and you will recommend it after you have used it. \$1.00. Six for \$5.00. Druggists WELLS, RICHARDSON & Co., Burlington, Vt. LACTATED FOOD The Physicians' Parorita, Babies cry for it. 25 cts DIAMOND DYES Can't be equaled. Never Crock Bouare of impure imitations.

INDIANAPOLIS, ARSENAL, IND., April 15, 1889. SEALED PROPOSALS, in triplicate, subject to the usual conditions, will be received here until 10 o'clock a.m., on Wednesday, May 15, and then opened, for furnishing at this post fuel, forage and straw, during the fiscal year commencing July 1, 1889. The United States reserves the right to reject any or all bids. Preference given to articles of domestic production, conditions of price and quality being equal. At! information will be furnished on application to this office. Envelopes containing proposals should be this office. Envelopes containing proposals should be marked "Proposals for Fuel," "Forage," or "Straw" (as the case may be), and addressed to the undersigned, W. H. REXFORD, Captain, O. S. K., A. A.

McKERNAN-Sunday, April 14, at 5:30 a. m., Louis H. McKernan. Funeral from St. John's Church at 9 o'clock a. m., Tuesday, April 16. No flowers. LEWIS-Saturday. April 13, at 11 o'clock p. m., Ellen W., wife of Dr. E. R. Lewis, aged 44. Fu-neral services at the residence, 139 North Meridian street, to-day, at 3 o'clock.

LOST. LOST-RED TALLY-BOOK. RETURN TO M rewarded.

SOCIETY MEETINGS. MASONIC-ANCIENT LANDMARKS LODGE.
No. 319, F. & A. M. Special meeting this (Monday) evening, at 7:30 o'clock, in Masonic Temple,
Work-third degree. WM. S. RICH, W. M.
W. R. MINER, Secretary. MASONIC-MYSTIC TIE LODGE, NO. 398, F. and A. M. Special meeting in Masonic Temple at 7:30 o'clock, this evening, for work in the third degree.

J. L. MCMASTER, W. M. WILLIS D. ENGLE, Secretary.

ANNOUNCEMENTS. TEACHERS, IF YOU WISH TO MAKE MONEY selling books, address P. F. COLLIER, Publisher 93 North Delaware street, Indianapolis, Ir DLOUR, MEAL, CEREALS, ETC. ELEVENTH Year. Any brand of flour desired.

Every cereal preparation, including rare health foods.

No such variety elsewhere, East or West.

G. A. VAN PELT, 121 North Delaware st.



75 and 77 South Pennsylvania Street.

Natural Gas Line Pipe, Drive Pipe, Tubing, Asing, Boiler Tubes of the manufacture of the We carry in stock all sizes, operate four pipe machines, and cut and thread any size from is inch to 12 inches in diameter. FULL LINE DRILLERS' SUPPLIES. Our stock covers the whole range of GAS, STEAM and WATER goods, and our establishment is the acknowledged headquarters.

Tubing, Casing, Pipe, Cordage, Rig Irons, Drilling Tools, Brass Goods, Malleable, Galvanized and Cast-Iron Fittings. Complete line of House-Fittings for Natural Jas.

GEORGE A. RICHARDS. 77 South Illinois St., Indianapolis, Ind TELEPHONE 364.

BRYCE'S BREEL I THE SWEETEST AND MOST NUTRITIOUS.

For Weak Stomach—Impaired Digestion—Disordered Liver. PRICE 25 CENTS PER BOX.

Prepared only by THOS. BEECHAM, St. Helens, Lancashire, England.

B. F. ALLEN & CO., Sole Agents

FOR UNITED STATES, 365 & 367 CANAL ST., NEW YORK. Who (if your druggist does not keep them) will mail Beecham's Pills on receipt of price-but inquire first. (Please mention this paper.)

N. N. MORRIS & CO.,

94 East Market Street.

Special attention to the care and sale of property and collection of rents.

MORTGAGE LOANS. 41 HAMBURG-AMERICAN PACKET CO EXPRESS SERVICE between New York, Southam; EXPRESS SERVICE between New York, Southampton and Hamburg by the new twin-screw steamers of 10,000 tons and 12,500 horse-power. Fast Time to London and the Continent. Steamers unexcelled for safety, speed and comfort.

REGULAR SERVICE: Every Thursday from New York to Plymouth (London), Cherbourg (Paris) and Hamburg. Through tickets to London and Paris. Excellent fare. Rates extremely low. Apply to the General Office, No. 37 Broadway, New York. R. J. Cortis, Manager. General Passage Office. C. B. RICHARD & Co., 61 Broadway, New York. ALEX. METZGER, Odd.fellows' Hall.

Odd-fellows' Hall. ANCHOR LINE

LIVERPOOL VIA QUEENSTOWN.
Steamship "CITY OF ROME," from New York
WEDNESDAY, May 1, May 29, June 26, July 24.
Saloon Passage, \$60 to \$100, Second-Class, \$30. GLASGOW SERVICE. Steamers every Saturday from New York to

GLASGOW AND LONDONDERRY. Cabin Passage to Glasgow, Londonderry or Liverpool,
\$50 and \$60. Second-Class, \$30.

Steerage passage, either Service, \$20.

Saloon Excursion Tickets at Reduced Rates.

Travelers' Circular Letters of Credit and Drafts
for any Amount issued at lowest current rates.

For Books of Tours, Tickets or other information
Apply to HENDERSON BROTHERS, New York,
or ALEX. METZGER, 5 Odd Fellows' Hall, or
FRENZEL BROTHERS, Merchants' National Bank,
Indianapolis.

WANTED-AGENTS.

GENTS wanted on salary. \$75 per month andex-A penses paid any active man or woman to sell our goods by sample and live at home. Salary paid promptly and expenses in advance. Full particulars and sample case FREE. We mean just what we say. Address STANDARD SILVERWARE CO., Boston, Mass.

FOR SALE OR EXCHANGE. VAJEN'S REAL ESTATE EXCHANGE-BOOM in Woodruff Place. Choice lots \$300 cash, balance in ten semi-annual payments. Six new residence now building. Best investments in the market, 79 East Market street.

FOR SALE-REAL ESTATE. TOR SALE-DESIRABLE PIECE OF PROP erty on Fletcher avenue; two houses; all conven-iences. Half-cash; remainder on time. Also, a bar-gain in choice land in Grange county, Florida, close to two railroads. Address WM. H. KAYLOR, 46 Fletcher avenue, Indianapolis. COR SALE-REAL ESTATE.

\$250 lot Hill, corner Cypress street; half value.
500 lot Arsenal ave., one square south of Wash.
700 lot State avenue, opposite Asylum.
1,200 lot North Alabama street.
1,800 lot N. Illinois street; choice location. 45 per foot lot Central avenue, near Lincoln.
62.50 per foot lot North Meridian st.; no better.
80 per foot lot Pennsylvania, near Home ave
100 per foot; best lot on Meridian street.

Desirable property in all parts of the city. For bar-gains see C. F. SAYLES, 75 East Market street. WANTED-MISCELLANEOUS. WANTED-CASH PAID FOR CONSUMERS Gas Trust stock. D. H. WILES. WANTED-A FEW YOUNG MEN TO LEARN the watch-makers' trade. For terms, address P. O. Box 582, Lima, Ohio.

STRAYED OR STOLEN.

STRAYED OR STOLEN-BLACK MARE, ME O dium size, scar on nose from wound. Reward will be paid for return or information leading to recovery, by MRS. JEFFRIES, Irvington, Ind.

FINANCIAL. TOANS-MONEY ON MORTGAGES. C. F. SAYLES, 75 East Market street. INANCIAL-ROBERT MARTINDALE & CO., Loan Agents, 62 E. Market st. IMNANCIAL-MONEY ON MORTGAGE, FARMS and city property. C. E. COFFIN & CO. SIX PERCENT. ON CITY PROPERTY IN IN-MONEY TO LOAN ON ALL KINDS CHATTEL security. Room 20, Ingalls Block, southwest corner Washington and Pennsylvania streets.

due. We also buy municipal bonds. THOS. C. DAY & CO., 72 E. Market st., Indianapolis. FOR RENT. FOR RENT-ROOMS WITH STEAM POWER. LOR BENT-RESIDENCE, 733 TH MERID

MONEY TO LOAN ON FARMS AT THE LOW.

d. ISAAC I ian street, with good barn, cis ern conveniences; large, weil-shad THALMAN, WANTED-MALE HELP. TYANTED-SAUESMEN FOR INDIANA. None W others but experienced men, and those commanding trade, need apply. Address, in confidence, COHN BROS. & CO., Wholesale Manufacturers of Clothing, 118 & 120 West Third st., Cincinnati, O.

CALESMAN - WANTED -A SALESMAN OF bundoubted ability, to travel for a long-established house. Must be earnest, hard-working and painstaking; accustomed to detail, and to transacting business in a thorough and satisfactory manner. Address, with particulars, HOWARD, Postoffice Box 1488, New York, N. Y. FOR SALE-MISCELLANEOUS. Chandise, in a good country ENERAL MER

Chandise, in a good country town, within forty miles of Indianapolis, on the Big Four railroad. Will sell on reasonable terms. Address, 46 Indiana avenue, Indianapolis, Ind. BUILDERS AND CONTRACTORS. RE YOU GOING TO BUILD A HOUSE! IF A so, call and see us. Get our low prices. We carry large stock sash and doors, and best grade of Michigan frame lumber in city. MICHIGAN LUMBER AND COAL CO., 436 East North street.

THE CLEVELAND, COLUMBUS, CINCINNATI & IN-DIANAPOLIS RAILWAY COMPANY, CLEVELAND, O., March 30, 1889. Meetings of the stockholders of the Cleveland, Co-lumbus, Cincinnati & Indianapolis Rallway Com-pany, to vote upon the question of consolidation with the Indianapolis & St. Louis Rallway Company and the Cincinnati, Indianapolis, St. Louis & Chicago Railway Company, will be held at Cleveland, Ohio, on Wednesday morning, the 15th day of May, 1889 at 8 o'clock, and at Indianapolis, Indiana, at 5 o'clock p. m. the same day. m, the same day.

The transfer books will close on Saturday, April 6, 1889, and re-open on Thursday, the 16th day of May J. D. LAYNG, President.

J. T. WANN, Secretary. CINCINNATI, INDIANAPOLIS ST. LOUIS & CHICAGO BAILWAY COMPANY. RAILWAY COMPANY.

A special meeting of the stockholders of the Cincinnati, Indianapolis, St. Louis & Chicago Railway Company will be held at the company's office, in Indianapolis. Ind., on Wednesday, the 15th day of May, 1889, at 12 o'clock, noon, for the purpose of considering and taking action on the agreement for consolidation entered into by the board of directors of this company with the directors of the Cleveland, Columbus, Cincinnati & Indianapolis Railway Company and the Indianapolis & St. Louis Railway Company. The transfer books will close on Saturday, April 6, 1889, and reopen on Thursday, the 16th day of May, 1889.

By order of the Board of Directors.

April 4, 1889 J. C. DAVIE, Secretary

Indianapolis & St. Louis Bailway Company, Indianapolis, Ind., March 30, 1889.

Notice is hereby given that a meeting of the stockholders of the Indianapolis & St. Louis Railway Company will be held at the office of the company, at Indianapolis, in the State of Indiana, on Wadnesday the 15th day of May, 1889, at 12 o'clock noon. Such meeting is called for the purpose of taking into consideration an agreement for consolidation of the Cleveland, Columbus, Cincinnati & Indianapolis Railway Company, and the Cincinnati, Indianapolis, St. Louis & Chicago Railway Company, adopted by the board of directors of the Indianapolis & St. Louis Railway Company, at a meeting held on the 27th day of March, 1889.

J. D. LAYNG, President.

J. T. Wann, Secretary.

TIMKEN SPRING VEHICLES 

RAILWAY TIME-TABLES. DENNSYLVANIA LINES-THE DIRECT AND POPULAR PASSENGER ROUTES.

Trains leave and arrive at Indianapolis as follows: Leave for Pittsbg. & N. Y., 4:30am, 3:00pm 5:10p " Bichmond & Columbus.....9:00am 4:00p 

Leave for Chicago and Northwest...11:40am 11:20pm Arrive from Chicago and Nortwest... 3:50pm J., M. & L. R. R. SOUTH. Vile & the So'th. 4:05am 8:30am 4:00pm 5:10pm Ar. from Louis-v'le & the So'th. 10:45am 11:10am 6:40pm 11:00pm I. & V. R. R. - SOUTHWEST,

VANDALIA LINE-SHORTEST ROUTE TO ST. LOUIS AND THE WEST.

The Short Line BOTH EAST & WEST. Springfield, O., Bloomington and Peoria, with through cars to principal Missouri river points, in several hours' less time than any other line. Also, through Sleeping and Reclining-chair Cars to Peoria and Chicago. The authorized differential route East.

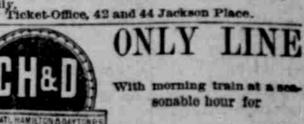
Trains at Indianapolis Union Station:

Leave, going East....\*8:00am 3:00pm

Leave, going West....7:00am \*1:20pm \*11:05pm

Arrive, from East....1:00pm \*10:40pm

Arrive, from West....\*7:40am \*2:40pm 8:40pm City Ticket-Office, 42 and 44 Jackson Place



CINCINNATI

Please note fellowing time-card: Trains leave Indianapolis Trains leave indianapolis:

3:55 a. m. (d'ly), 8:00 a. m., (d'ly) 3:50 p. m., 6:25 p. m.

Trains arrive at Indianapolis:

8:30 a. m., 11:40 a. m. daily), 4:55 p. m., 10:55 p. m.

(daily.)

Only line with night trainfor Toledo and Detroit.

Pullman vestibule sleepers, daily (except Sunday) to Washington and Baltimore via C., H. & D. and B.

& O., without change.

Ticket Office—Illinois street and Kentucky ave. MONON ROUTE

S) I WILL GLANTOWLA & WHEN BELL The ONLY LINE running a MORNING TRAIN to Chicago, returning the same day. Leave Indianpolis 7:17 a. m., daily; returning, leave Chicago at 11:40 p. m., daily, arriving Indianapolis 8:10 a. m. Other trains leave as follows:

11:55 a. m. (except Sunday), arrive at Chicago at 11:55 a. m. (except Sunday), arrive at Chicago at

6:35 p. m.
11:15 p. m. (daily), arrive at Chicago at 7:30 a. m.
6:00 p. m. (daily), Monon Accommodation.
Pullman Sleeping and Chair Cars on all through Ticket office, 26 S. Illinois street,

INDIANAPOLIS